

# **PUBLIC WORKSHOP**

## **PROJECT DEVELOPMENT FOR SR1, LITTLE HEAVEN INTERCHANGE**

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**The purpose of the Public Workshop is to present information and receive comments on the following topics:**

- ◆ **Review the SR1, Little Heaven Interchange Alternatives.**
- ◆ **Provide information on the SR1 Corridor Capacity Preservation Program.**



**Looking north on SR1 @ existing intersection with US113A.**



## CORRIDOR CAPACITY PRESERVATION PROGRAM SR1, NASSAU TO DOVER AIR FORCE BASE

The SR1 Corridor Capacity Preservation Program (CCPP) addresses a 31 mile section of this highway between Nassau in Sussex County and the Dover Air Force Base (DAFB) in Kent County, south of Dover. SR1 serves as the main north-south highway to access the Delaware Beach resort areas. In addition to the resort traffic, eastern Sussex County has been experiencing a high rate of growth in year-round residential traffic and supporting commercial development. This has led to increased congestion and safety issues due to increased travel demand and the mixing of local and through traffic.

PROJECT 10  
SR9 INTERCHANGE

PROJECT 9  
LITTLE HEAVEN

PROJECT 8  
NORTH FREDERICA

PROJECT 7  
SOUTH FREDERICA

PROJECT 6  
THOMPSONVILLE INTERCHANGE

PROJECT 5  
MILFORD BYPASS

PROJECT 4  
SR30 INTERCHANGE


PHASE I, SR30  
CONNECTOR COMPLETED

PROJECT 3  
SR5 INTERSECTION

PROJECT 2  
SR16 INTERCHANGE

PROJECT 1  
NASSAU TO OVERBROOK

### LEGEND

-  STUDY CORRIDOR
-  PROJECT LOCATIONS
-  MUNICIPAL BOUNDARY

  
NOT TO SCALE



  
FEBRUARY 2004



# **SR1 CORRIDOR CAPACITY PRESERVATION: NASSAU TO DAFB PROJECT DEVELOPMENT MILESTONES**

## **◆ MARCH 1991:**

- SR1, Corridor Capacity Preservation Program begins as one of ten FHWA programs nationwide.

## **◆ MAY 1992:**

- DelDOT adopts Policy for SR1 Corridor Preservation Plan.

## **◆ AUGUST 1992; JUNE 1993 & FEBRUARY 1994: MEETINGS WITH REGULATORY AGENCIES**

- Reviewed SR1 Corridor Capacity Preservation Plan.

## **◆ JULY 1994: PUBLIC WORKSHOP**

- Presented Corridor Preservation Plan that included: Project Need, Existing Conditions Inventory, Proposed Design Standards, Description of Alternatives, and Proposed Plan.

## **◆ JUNE 1996: LEGISLATION**

- Delaware passes legislation to protect corridors (section 145, title 17).

## **◆ JULY 1996: PUBLIC WORKSHOP**

- Presented Goals and Objectives of Corridor Capacity Preservation Plan and Identified Possible Project Sites.

## **◆ OCTOBER 1998: PUBLIC WORKSHOP**

- Presented SR1 Corridor Capacity Preservation Plan and proposed improvements at 10 Project Sites.

## **◆ MAY 4, 2000: MEETING WITH REGULATORY AGENCIES**

- Reviewed Preservation Plan, Project Sites and Public Comments.

## **◆ AUGUST 2000: MEDIAN CROSSOVER IMPROVEMENTS**

- Improvements to median crossovers from Nassau to SR16 performed under Pave & Rehab Contract. Accel lane from SR16 to southbound SR1 also lengthened.

## **◆ APRIL 2001: DESIGN PUBLIC WORKSHOPS**

- 20% Plans for SR1, SR16 Interchange and SR1, Thompsonville Interchange



# **CORRIDOR CAPACITY PRESERVATION PROGRAM**

## **CORRIDOR CAPACITY PRESERVATION IS NEEDED TO:**

- ◆ **HELP MANAGE LAND DEVELOPMENT, BY FOCUSING GROWTH TOWARD ALREADY DEVELOPED AREAS.**
- ◆ **REDUCE THE NEED FOR EXPANSION OF THE TRANSPORTATION SYSTEM.**
- ◆ **ADVANCE THE QUALITY OF LIFE OF DELAWAREANS AND THE DEVELOPMENT POLICIES ADOPTED BY THE CABINET COMMITTEE ON STATE PLANNING ISSUES.**

By implementing the Corridor Capacity Preservation Program in accordance with the Delaware Code, Title 17, Section 145 we are in conformance with Delaware's Statewide Long-Range Transportation Plan (LRTP) and the Transportation Investment Plan.

## **PROGRAM GOALS**

### **THE CORRIDOR CAPACITY PRESERVATION PROGRAM GOALS ARE TO:**

- ◆ **MAINTAIN AN EXISTING ROAD'S ABILITY TO HANDLE TRAFFIC SAFELY AND EFFICIENTLY.**
- ◆ **MINIMIZE THE TRANSPORTATION EFFECTS OF INCREASED ECONOMIC GROWTH.**
- ◆ **PRESERVE THE ABILITY TO MAKE FUTURE TRANSPORTATION RELATED IMPROVEMENTS WITHIN THE EXISTING CORRIDOR.**
- ◆ **MINIMIZE THE NEED TO BUILD AN ENTIRELY NEW ROAD ON NEW ALIGNMENT.**
- ◆ **SORT LOCAL AND THROUGH TRAFFIC**

In addition, the Program is designed to maintain the regional importance and intended function of the designated transportation route.

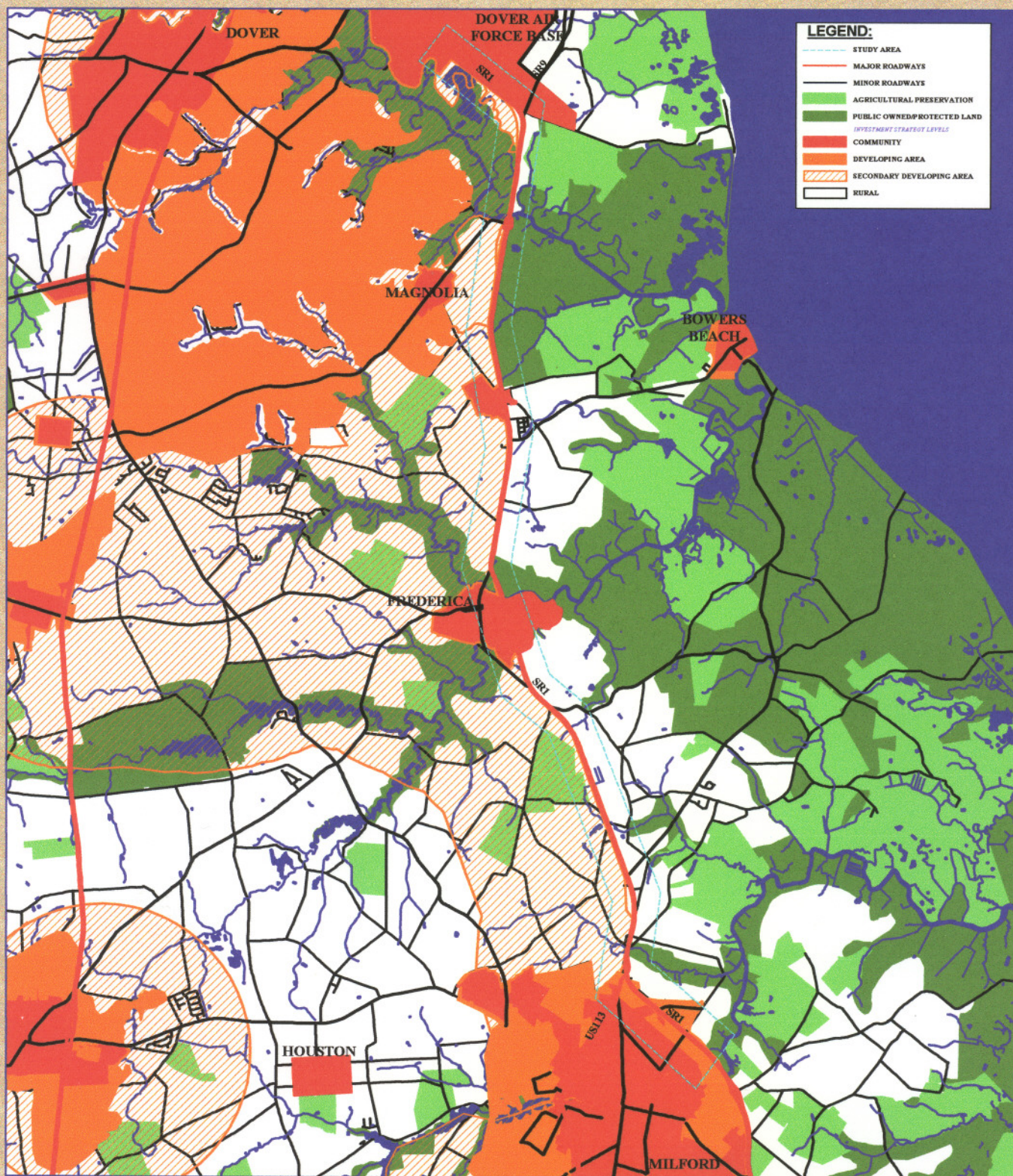


# **OBJECTIVES FOR CORRIDOR CAPACITY PRESERVATION PROGRAM**

There are seven objectives which can help preserve capacity and address specific traffic issues:

1. **MANAGE ACCESS** - DelDOT will work with the property owner to find alternate access (i.e. service roads, access to other collector roads, combine entrances with adjacent parcels and street layouts that would stub to future adjacent subdivisions).
2. **REFINE SITE DEVELOPMENT PLANS** - DelDOT will work with the property owner to achieve a design that meets the program goals and objectives of both the owner and corridor preservation.
3. **ACCESS RIGHTS** - By managing property access directly to Route 1 and redirecting access to a side road or other collector road, DelDOT will reduce the number of points vehicles can enter and exit the highway.
4. **PURCHASE PROPERTY RIGHTS** - By purchasing certain property rights, DelDOT may compensate the owner for the future value of the property if it were to be developed. The owner is able to retain the property and its current use.
5. **COORDINATE CROSS EASEMENTS** - If a property is proposed to be developed and the property has access that is compatible with the Corridor Preservation Program, DelDOT may require that the development include provisions for providing access to adjoining properties. This is accomplished through the DelDOT Subdivision Approval process.
6. **PURCHASE PROPERTY** - (FEE SIMPLE ACQUISITION) - As a last resort, DelDOT may purchase the property in its entirety or part of it.
7. **DEVELOP INDIVIDUAL PROJECTS** - DelDOT can implement projects such as new roads, system modifications, intersection upgrades, transit support, etc. These projects will be considered in conjunction with the Statewide Long-Range Transportation Plan and how they would relate to enhanced service along the corridor.





**LOCATION:**

**SR1 CORRIDOR PRESERVATION**

DELAWARE DEPARTMENT OF TRANSPORTATION

CENTURY ENGINEERING, INC.  
DOVER, DELAWARE  
JANUARY 2004



0 6000'

**STRATEGIES FOR STATE  
POLICIES AND SPENDING**

**KENT COUNTY**



## **PROJECT DEVELOPMENT FOR SR1, LITTLE HEAVEN INTERCHANGE**

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*The construction of an interchange on SR1, in the area of Little Heaven, was identified as part of the overall plan for the SR1 Corridor Capacity Preservation Program. A Conceptual Alternative was shown at a public workshop in 2001.*

*For your review and comment, presented are displays showing Alternatives for the SR1, Little Heaven Interchange. In addition, information is presented for discussion relating to cultural and natural resources, social and economic development, land use, accident data, enviromental concerns, and the SR1 Corridor Capacity Preservation Program.*

*Presented tonight for your review and comment are the SR1, Little Heaven Conceptual Interchange Alternatives.*



## ACCIDENT DATA

DATE: JANUARY 2000 - DECEMBER 2002

<u>LOCATION</u>	<u>TYPE</u>	<u>NUMBER</u>
SR1, SKEETER NECK RD INTERSECTION	REAR-END	6
	SIDE SWIPE	2
	ANGLE	0
	OTHER	4
	TOTAL	<hr/> 12
SR1, BOWERS BEACH RD INTERSECTION	REAR-END	10
	SIDE SWIPE	0
	ANGLE	7
	OTHER	8
	TOTAL	<hr/> 25



PRESENTED TONIGHT FOR YOUR REVIEW AND COMMENT , ARE THE FOLLOWING CONCEPTUAL INTERCHANGE ALTERNATIVES.



Alternative	Description	WETLAND IMPACTS	RELOCATIONS		RIGHT OF WAY IMPACTS (ACRE)		TOTAL ESTIMATED PROJECT COST**
			BUSINESS	RESIDENTIAL	COMMERCIAL (POTENTIAL)	RESIDENTIAL AGRICULTURAL	
<b>ALTERNATIVE A</b>	SHIFT SR1 EAST. MAKE EXISTING SOUTH BOUND LANES 2-WAY SERVICE ROAD. NEW SERVICE ROAD EAST OF SR1 TIES INTO K373 OVERPASS.	4.47	5	11	11.81	46.45	\$18,960,906
<b>ALTERNATIVE B</b>	SHIFT SR1 EAST. MAKE EXISTING S.B. LANES 2-WAY SERVICE ROAD. NEW SERVICE ROAD EAST OF SR1 THAT BRIDGES OVER SR1 TO ALT. 113.	4.39	5	10	11.81	41.99	\$18,919,082

\*\* THE TOTAL ESTIMATED PROJECT COST INCLUDES ESTIMATED CONSTRUCTION COST, RIGHT OF WAY COSTS, ENGINEERING FEES AND CONTINGENCY PERCENTAGES. THESE PRICES ARE VARIABLE DUE TO FLUCTUATIONS OF MATERIAL AND CONSTRUCTION COSTS.



IF YOU HAVE ANY QUESTIONS, PLEASE ASK ONE OF THE PRESENTERS FOR ASSISTANCE.





SR1, LITTLE HEAVEN INTERCHANGE  
ALTERNATIVE A

**LEGEND:**

- PROPOSED ALTERNATIVE  
PROPOSED RIGHT-OF-WAY  
PARCEL BOUNDARIES  
AGRICULTURAL PRESERVATION PROGRAM  
DNREC WETLANDS (SWMP)  
DELINEATED WETLANDS OF THE U.S.  
WATERS OF THE U.S.  
HISTORICAL PROPERTY

## SR1 CORRIDOR PRESERVATION

DELAWARE DEPARTMENT OF TRANSPORTATION  
CENTURY ENGINEERING, INC  
DOVER, DELAWARE  
FEBRUARY 2004







# **SR1, LITTLE HEAVEN INTERCHANGE ALTERNATIVE B**

- LEGEND:**
- PROPOSED ALTERNATIVE
  - PROPOSED RIGHT-OF-WAY
  - PARCEL BOUNDARIES
  - AGRICULTURAL PRESERVATION PROGRAM
  - DNREC WETLANDS (SWMP)
  - DELINEATED WETLANDS OF THE U.S.
  - WATERS OF THE U.S.
  - HISTORICAL PROPERTY

**SR1 CORRIDOR PRESERVATION**  
 NASSAU TO DOVER AIR FORCE BASE  
 DELAWARE DEPARTMENT OF TRANSPORTATION  
 CENTURY ENGINEERING, INC.  
 DOVER, DELAWARE  
 FEBRUARY 2004





## ***WE NEED YOUR INPUT!***

**Please use the handout to evaluate the conceptual alternatives with regards to your concerns. If you have any additional (other) concepts that you would like considered, then please bring them to the attention of the workshop presenters.**

**This information will be used, along with information provided by other agencies and participants in future workshops, as the basis for selecting a Preferred Alternative.**

***Thank you for participating in tonight's workshop!***



**Public Workshop for:**

SR1, Little Heaven Conceptual Alternatives

Bowers Beach Fire Hall

February 3, 2004

4:00 to 7:00 p.m.

**Comments:**

1. What do you believe are the most pressing traffic concerns in this area?

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2. Would you agree there is a need for the Proposed Roadway Improvement Project in Little Heaven?

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- a. If so, please provide your comments on the interchange alternatives presented.

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- b. If not, how do you think we should address current and future traffic safety and congestion problems in this area?

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## Comments continued...

3. What additional information do you think is needed before any decisions can be made on this project?

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4. Are there any other comments/suggestions that you would like to give to the Project Team?

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*Your comments and opinions are very important. All information provided on this form will be carefully reviewed by DelDOT. Under state law, this form is public domain, and if requested, a copy of it must be provided to the media or public. Thank you for your participation and contributions to this important transportation project.*

☐ Please add my/our name(s) to the Project Mailing List.

☐ Please delete my/our name(s) from the Project Mailing List.

**Optional:** Please provide your information:

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email Address: \_\_\_\_\_

Please hand your comment sheets in at the workshop or mail/fax to:

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